

RTIP ID# <i>(required)</i> SBD59021				
TCWG Consideration Date September 23, 2014				
Project Description <i>(clearly describe project)</i> The City of San Bernardino, in cooperation with Caltrans, proposes to extend and construct approximately 1.5 miles of roadway to connect State Street near Hanford Street to Rancho Avenue south of Foothill Boulevard (5th Street). The proposed project is located in the City of San Bernardino. The project limits extend south of the north-south alignment of Rancho Boulevard and Foothill Boulevard, to north of the intersection of 16th Street and State Street. The proposed project alignment would connect to Foothill Boulevard just east of the Lytle Creek Channel crossing. The alignment will require a modified bridge across the Lytle Creek Channel to support the roadway associated with the new State Street-Foothill Boulevard intersection.				
Type of Project <i>(use Table 1 on instruction sheet)</i> New regionally significant street				
County San Bernardino	Narrative Location/Route & Postmiles: State Street Caltrans Project EA 0P760			
Lead Agency: City of San Bernardino				
Contact Person Robert Eisenbeisz	Phone# 909-384-5203	Fax# 909-384-5190	Email Eisenbeisz_Ro@sbcity.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 x PM10 x				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	X EA or Draft EIS	FONSI or Final EIS	PS&E or Construc tion	Other
Scheduled Date of Federal Action: 09/2016				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt		Section 6004 – Categorical Exclusion	X Section 6005 – Non Categorical Exclusion	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	Underway	09/2016	09/2016	06/2018
End	09/2016	03/2018	03/2018	06/2022
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> Purpose The purpose of the proposed project is to extend and construct an alignment of State Street to Rancho Avenue to provide a continuous roadway between the I-10 Freeway and the I-210 Freeway to serve the western limits of the City of San Bernardino and the surrounding region.				
Need The proposed project is needed to improve circulation, emergency service response, and reduce congestion from the Arroyo Valley High School for the nearby residential neighborhoods.				

<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> Residential, industrial, and educational developments account for the majority of the land uses within the vicinity of the State Street Extension project.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2019 – State Street</p> <p>No Build: ADT = 7,590, Truck ADT = 607, LOS = B to C Build: ADT = 9,110, Truck ADT = 729, LOS = B to C</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2040 – State Street</p> <p>No Build: ADT = 6,980, Truck ADT = 558, LOS = A to D Build: ADT = 13,950, Truck ADT = 1,116, LOS = B to D</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>N/A</p> <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>N/A</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i> See attached analysis</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i> See attached analysis</p>

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The proposed project is located within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is a roadway extension project. Based on the *Traffic Operations Analysis* (AECOM, July 2014), the proposed project would increase the traffic volumes along State Street. However, as shown in Tables 1 and 2, the traffic volumes along State Street would not exceed the 125,000 average daily trips threshold for a POAQC. In addition, as the project serves a commercial/residential area, the truck traffic percentage would not exceed the eight percent threshold or 10,000 daily trip threshold for POAQC.

Table 1 2019 Traffic Volumes

Roadway Link	No Build		Build		
	Total ADT	Truck ADT	Total ADT	Truck ADT	Project Change
State Street North of SR 210	9,470	758	9,570	766	100 / 8
State Street between SR 210 and 16th Street	7,590	607	9,110	729	1,530 / 122
State Street between 16th Street and Baseline Road	2,450	196	4,220	338	1,770 / 142
State Street between Baseline Road and 9th Street	3,390	271	4,880	390	1,490 / 119
State Street between 9th Street and 4th Street	0	0	2,210	177	2,210 / 177
State Street between 4th Street and Rialto Avenue	7,330	586	8,040	643	710 / 57
State Street between Rialto Avenue and Mill Street	9,120	730	9,830	786	710 / 57

Source: AECOM, July 2014.

- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Operations Analysis*, the proposed project would reduce the delay and improve the LOS at intersections within the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables 3 through 6.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.

Table 2 2040 Traffic Volumes

Roadway Link	No Build		Build		
	Total ADT	Truck ADT	Total ADT	Truck ADT	Project Change
State Street North of SR 210	9,850	788	14,560	1165	4,710 / 377
State Street between SR 210 and 16th Street	6,980	558	13,240	1060	6,260 / 502
State Street between 16th Street and Baseline Road	2,900	232	10,900	872	8,000 / 640
State Street between Baseline Road and 9th Street	3,390	271	9,210	737	5,820 / 466
State Street between 9th Street and 4th Street	0	0	10,170	814	10,170 / 814
State Street between 4th Street and Rialto Avenue	12,500	1,000	15,700	1256	3,200 / 256
State Street between Rialto Avenue and Mill Street	11,830	946	15,170	1214	3,340 / 268

Source: AECOM, July 2014.

Table 3: 2019 Without Project Intersection Levels of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
State Street and Highland Avenue	29.5	C	29.5	C
State Street and SR 210 WB Ramps	19.3	B	19.7	B
State Street and SR 210 EB Ramps	27.4	C	30.1	C
State Street and 16th Street	11.6	B	10.2	B
State Street and Baseline Road	18.1	B	10.4	B
State Street and 9th Street	Intersection does not exist			
Rancho Avenue and Foothill Boulevard/5th Street	17.1	C	20.6	C
State Street/Rancho Avenue and Foothill Boulevard/5th Street	Intersection does not exist			
4th Street and Foothill Boulevard/5th Street	5.9	A	5.7	A
New 4th Street and Foothill Boulevard/5th Street	Intersection does not exist			
Rancho Avenue and Rialto Avenue	20.4	C	21.0	C
Rancho Avenue and Mill Street	15.1	B	16.9	B

Source: AECOM, July 2014.

Table 4: 2019 With Project Intersection Levels of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
State Street and Highland Avenue	32.2	C	29.4	C
State Street and SR 210 WB Ramps	19.1	B	18.7	B
State Street and SR 210 EB Ramps	27.2	C	29.2	C
State Street and 16th Street	11.3	B	10.8	B
State Street and Baseline Road	26.7	C	17.6	B
State Street and 9th Street	9.9	A	10.0	B
Rancho Avenue and Foothill Boulevard/5th Street	13.0	B	13.2	B
State Street/Rancho Avenue and Foothill Boulevard/5th Street	17.4	B	16.5	B
4th Street and Foothill Boulevard/5th Street	Intersection does not exist			
New 4th Street and Foothill Boulevard/5th Street	5.9	A	5.7	A
Rancho Avenue and Rialto Avenue	15.1	B	15.9	B
Rancho Avenue and Mill Street	14.7	B	16.1	B

Source: AECOM, July 2014.

Table 5: 2040 Without Project Intersection Levels of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
State Street and Highland Avenue	33.1	C	42.5	D
State Street and SR 210 WB Ramps	14.7	B	12.2	B
State Street and SR 210 EB Ramps	24.6	C	23.9	C
State Street and 16th Street	10.4	B	9.8	A
State Street and Baseline Road	19.0	B	10.3	B
State Street and 9th Street	Intersection does not exist			
Rancho Avenue and Foothill Boulevard/5th Street	111.2	F	224.1	F
State Street/Rancho Avenue and Foothill Boulevard/5th Street	Intersection does not exist			
4th Street and Foothill Boulevard/5th Street	5.5	A	5.7	A
New 4th Street and Foothill Boulevard/5th Street	Intersection does not exist			
Rancho Avenue and Rialto Avenue	19.1	B	16.9	B
Rancho Avenue and Mill Street	16.3	B	16.4	B

Source: AECOM, July 2014.

Table 6: 2040 With Project Intersection Levels of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
State Street and Highland Avenue	33.4	C	48.9	D
State Street and SR 210 WB Ramps	14.6	B	13.8	B
State Street and SR 210 EB Ramps	22.2	C	22.7	C
State Street and 16th Street	11.4	B	18.5	C
State Street and Baseline Road	28.6	C	27.1	C
State Street and 9th Street	21.3	C	22.6	C
Rancho Avenue and Foothill Boulevard/5th Street	15.2	C	16.8	C
State Street/Rancho Avenue and Foothill Boulevard/5th Street	21.3	C	21.2	C
4th Street and Foothill Boulevard/5th Street	Intersection does not exist			
New 4th Street and Foothill Boulevard/5th Street	4.5	A	4.3	A
Rancho Avenue and Rialto Avenue	18.3	B	16.1	B
Rancho Avenue and Mill Street	14.1	B	16.2	B

Source: AECOM, July 2014.